



## AIS: Automatic Identification System

Another regulatory deadline is approaching: the December 31, 2004 deadline for the installation of an AIS (Automatic Identification System) onboard certain vessels that operate within the Vessel Traffic Service (VTS) New York zone.

Vessel owners and operators of the following vessel classes that operate within the VTS New York zone are reminded that they must be in full compliance with the AIS regulations in Title 33 Code of Federal Regulations (CFR), Part 164.46 by December 31, 2004:

- Self-propelled vessels  $\geq 65'$  in commercial service.
- Towing vessels  $\geq 26'$  and  $> 600$  hp.
- Any vessel  $> 100$  GT carrying 1 or more passengers for hire.
- Any passenger vessel certificated to carry  $> 150$  passengers for hire.

VTS Zone is described in 33 CFR 161.25 as from Norton Point to Breezy Point, across the entrance buoys of the Ambrose, Swash, and Sandy Hook Channels, to Sandy Hook Point. The VTS Zone encompasses all waters of Raritan Bay, including the Kills, North into Newark Bay to the Lehigh Valley Drawbridge, and all waters of the Lower and Upper NY Harbor to the Holland Tunnel ventilators on the Hudson River and the Throgs Neck Bridge on the East River.

**URGENT NOTICE:** Currently some vessels are sharing Maritime Mobile Service Identifier (MMSI) numbers throughout a fleet. Use of MMSI's issued to fleets are not authorized, non-compliant and cause serious problems with the AIS receivers at the VTS – **ALL USE OF FLEET MMSIs MUST CEASE.**

## Helpful AIS-related websites:

- **Title 33, Code of Federal Regulations, §164.46:**  
<http://ecfr.gpoaccess.gov/cgi/t/text/text-idx?c=ecfr&sid=6c37871d6984933fd5013c7a2437e1e1&rgn=div8&view=text&node=33:2.0.1.6.32.0.183.19&idno=33>
- **SOLAS, as amended, Chapter V, regulation 19.2.1.6, 19.2.4, and 19.2.3.5 or 19.2.5.1,** as appropriate:

<http://www.navcen.uscg.gov/enav/ais/SOLAS.V.19.2.1-5.pdf>

- **VTS Zones in 33 CFR table 161.12(c):**  
[http://www.navcen.uscg.gov/marcomms/imo/msc\\_resolutions/Table\\_33\\_CFR\\_161.12\(c\).pdf](http://www.navcen.uscg.gov/marcomms/imo/msc_resolutions/Table_33_CFR_161.12(c).pdf)

## VTS NEW YORK ZONE MAP



- **The Maritime Transportation Security Act of 2002 (MTSA):**  
<http://www.navcen.uscg.gov/marcomms/imo/publ295.107.pdf>
- **October 22<sup>nd</sup>, 2003 Federal Register, Final Rule, AIS:**  
<http://a257.g.akamaitech.net/7/257/2422/14mar20010800/edocket.access.gpo.gov/2003/pdf/03-26350.pdf>

*Points of Contact: LT Chance Greene at (718) 354-4008 or LCDR Paul Arnett at (718) 354-4289.*



## MTSA Compliance Update:

### Verification Examinations and the PVA Alternative Security Plan (ASP)

The drop-dead date for compliance with the MTSA (Maritime Transportation Security Act) regulations was July 1, 2004. At that time, all vessels and facilities required to comply with the MTSA had to have in place an approved Vessel or Facility Security Plan and properly trained the personnel identified within those plans to carry out their specified responsibilities.

#### Verification Exams:

Verification of compliance is a continual process. Facility inspectors are deployed into the field daily to verify current compliance and provide guidance and feedback on compliance status and maintenance. Vessel verification is proceeding using multiple approaches. The Coast Guard has until June 30, 2005 and December 31, 2005 to confirm inspected vessel and uninspected vessel compliance, respectively. Regardless of these deadlines for compliance verification, all vessels required to be compliant with MTSA must already be in order to continue to operate.

U.S. Coast Guard Activities New York has already verified MTSA compliance onboard a number of vessels that operate regularly within an area that had been determined a potential security concern during the Republican National Convention last Summer. Typically, however, MTSA verification onboard inspected vessels will be performed concurrent with other vessel inspections (e.g., COI, Periodic, etc.), provided that opportunity is prior to the June 30, 2005 deadline. If not, then a specific MTSA compliance verification exam will be scheduled. From that point forward, absent cause to re-evaluate the sufficiency of a vessel's security compliance, MTSA verification will become an integral part of the vessel's inspection program.

#### PVA Alternative Security Plan (ASP):

Activities New York Marine Inspectors have discovered widely variable security plans based on the PVA ASP. Plan completeness runs the gamut from nothing more than placing the PVA ASP onboard as is to a fully compliant security plan based on the ASP model with all the company specific security details clearly incorporated and assessment completed. Recognizing the shortcomings of the first version of the ASP, PVA has updated its content and instruction to

more clearly guide the owner/operator in developing a viable, operation specific security plan that fully complies with the MTSA and provides the owner/operator with a valuable security tool. The revised ASP has been submitted to Coast Guard Headquarters for approval. Once approval is given, all operations using the PVA ASP must update their plans in accordance with the latest edition.

#### Due Date for First MTSA Exercise:

Facilities and Vessels must exercise their plans by December 31, 2005. Be certain to give enough lead time to coordinate with the Coast Guard in order to earn credit for any exercises performed.

*Points of Contact: CWO John Dixon at (718) 354-4287 or Mr. Rizal "Jimmy" Castillo at (718) 354-4298.*

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## Inspections Due Scheduling Letters

In an effort to both better manage personnel resources and provide better service to the fleet, vessel owners will now receive inspections due notification letters from ACTNY U.S. Flag Inspections Department. In the case of topside inspections (i.e., in the water), the letters will indicate when the Coast Guard will visit the vessel to conduct the scheduled inspection. For hull (drydock) exams, the letter will indicate the drop-dead date for a credit drydock and the vessel owner/operator is required to provide notification of the vessel's haul-out date at least two weeks before coming out of the water. In either case, the vessel owner/operator must complete the bottom portion of the letter and return it to ACTNY to confirm receipt and confirm the date of the exam, or request an alternative date if that indicated is not practical.

*Points of Contact: Passenger Vessels: Mr. Rizal "Jimmy" Castillo at (718) 354-4298 / Cargo & Other Vessels: Mr. Cris Cueto (718) 354-4271.*

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## Commuter Ferry Service: Ice Operations

Commuter ferry operators are reminded that the winter ice season will be soon upon us, and with it they can anticipate port ice condition-dependent operational restrictions. Coast Guard Activities New York will be hosting a Winter 2004/05 Winter Ice Operations



Meeting on December 2, 2004. Please refer to the ANNOUNCEMENTS section of this newsletter for details.

*Point of Contact: LCDR Brian Willis at (718) 354-4220.*

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### **Notice of Violation (Ticket) Program**

Coast Guard Marine Inspectors have been armed with a new tool: Notices of Violation authority. Marine Inspectors now will have the option of issuing “tickets” on-sight for violations discovered during boardings, rather than having to process all marine violations through the hearing officer. Generally, tickets will not be issued unless there are serious non-compliance issues that would normally require issuance of a marine violation. Ticket penalties are significantly less than the potential fines administered by the hearing officers. The option of paying the ticket is with the vessel owner/operator, however, selection of non-payment of a ticket automatically initiates a marine violation case.

*Points of Contact: LT Rob Mutto at (718) 354-4230 or LT Brian Province at (718) 354-4268.*

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### **ANNOUNCEMENTS:**

#### **Winter Ice Ops Meeting, Area Ferries**

Date: December 2, 2004  
Time: 10:00 a.m.  
Location: Command Conference Room, Building 212, USCG Activities New York, Staten Island, NY  
Contact: LCDR Brian Willis, (718) 354-4220, e-mail bswillis@actny.uscg.mil

#### **Activities New York Is Getting A New Name**

USCG Activities New York is getting a new name: USCG Sector New York. The Sector concept is being deployed nationwide as the Coast Guard adjusts to the realities of the 21<sup>st</sup> century to best utilize its resources in meeting both its historical and dawning missions. The transition will be fairly transparent for most of the recipients of this Newsletter, as Activities New York was a model for the Sector concept.

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## **USCG Activities New York Marine Safety Operations (MSO) Division**

### **Directory**

(all extensions begin with (718) 354-XXXX, unless otherwise noted and e-mail addresses are followed by @actny.uscg.mil )

#### **Chief, Marine Safety Operations Division**

CDR Eric P. Christensen, 4207/echristensen

#### **Chief, Inspections Branch**

LCDR Brian T. Fisher, 4240/bfisher

#### **Chief, Port Safety Department**

Mr. John Hillin, 4244/jhillin

Container Inspections, 4265

Vessel Arrivals Branch, 4248

#### **Chief, U.S. Flag State Inspection Department**

LCDR Paul D. J. Arnett, 4289/parnett

#### **Chief, Passenger Vessel Section**

Mr. Rizal “Jimmy” Castillo, 4298/rcastillo

#### **Passenger Vessel Scheduling**

SPV: 4008

Deepdraft: 4290

#### **Chief, Cargo Vessel Section**

Mr. Cris Cueto, 4271/ccueto

#### **Cargo Vessel Scheduling**

Barge: 4272

Deepdraft: 4290

Uninspected Vessel Coordinator,

BM1 H. J. Fowlkes, 3168/hfowlkes

#### **Senior Investigations Officer**

LCDR Ben J. Hawkins, 4222/bhawkins

#### **Chief, Waterways Management Department**

LCDR Brian S. Willis, 4220/bwillis

Facilities, 4286/2126/2127/4138